



Naval Sea Logistics Center

Push to Pull Program
Carl Janes
24 October 2002



Building tomorrow's solutions today
...as your logistics partner



DEFINITION OF PUSH MATERIAL

- **Push Material Is:**
 - ✓ Material Handed-Over (Pushed) to the Ship, SUPSHIP or ILO in Support of a New Installation or Upgrade.
 - **Push Material includes:**
 - ✓ MAMs (Maintenance Assistance Modules)
 - ✓ Interim-Supported Spare Parts*
 - SRIs (Storeroom Items)
 - OSIs (Operating Space Items)
- *Spare and repair parts required to support a new installation prior to Material Support Date (MSD)



WHY WAS THE PUSH TO PULL PROGRAM STARTED?

- **Numerous Fleet complaints regarding Push material**
 - ✓ Shortages/excesses
 - ✓ Improper marking/packaging
 - ✓ Material received without known application
 - ✓ Inability to enter material in SNAP database
 - ✓ Material not allowed
- **Double funding**
- **No standardized procedure for material delivery and inventory management**
- **Workload burden on ship's force and ILO**
- **Push to Pull Program established to resolve problems. The program now encompasses**
 - ✓ All Operational ships in CNO-Scheduled availabilities
 - ✓ All New Construction ships



OBJECTIVES

- **Stop the uncontrolled “pushing” of Push Material directly to the ship, ILO, SUPSHIP or installing activity**
- **Push Material is “pulled” (requisitioned) by ship/ILO/SUPSHIP from a Staging Facility**
- **Ensure all material required to support new installations is accurately reflected in the ship’s COSAL/SNAP database**
- **Reduce/Reutilize Residual Material**
- **Keep the process of handling Push material invisible to the Fleet**
- **Standardize and centralize management control**



NSLC FUNCTIONS

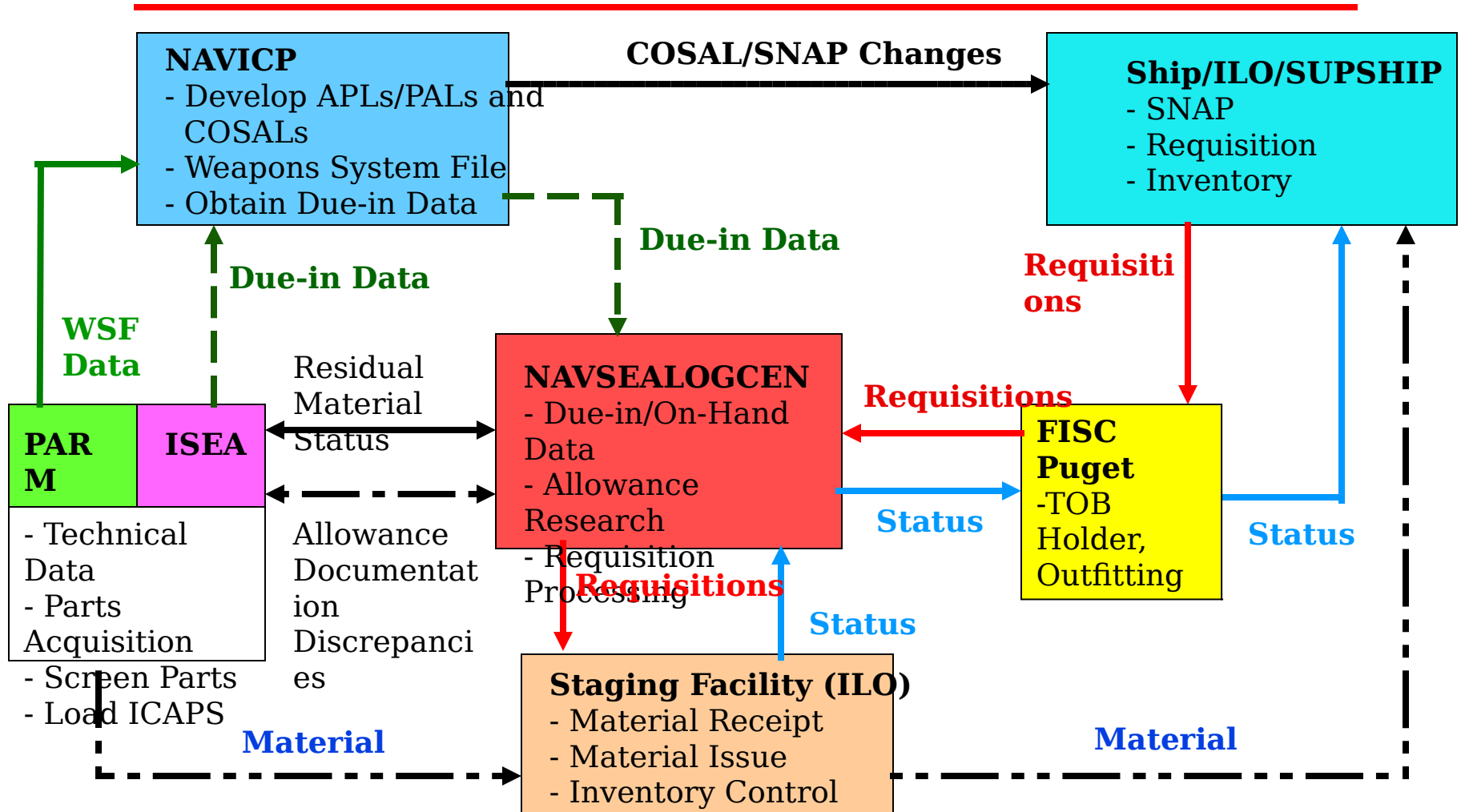
- **Allowance validation of Push material**
- **Allowance discrepancy correspondence and tracking**
- **Requisition processing**
- **Validate/cancel MAM requisitions for material not due-in**
- **Expediting - tracking and follow-up of due-in material**
- **Provide information and assistance to SPMs/ILOs/SUPSHIPS**
- **Disposition of residual material**
- **Program coordination/oversight**



FUNCTIONS OF OTHER COMMANDS

- **NAVICP**
 - ✓ Push Material Identification
- **PARM/ISEA**
 - ✓ Provide Push Material Lists to NAVICP (upon request)
 - ✓ Provide Push Material to Staging Facility (if staged)
 - ✓ Provide Proof of Delivery (if not staged)
- **Staging Facility**
 - ✓ Material Receipt/Issue
 - ✓ Inventory Control
 - ✓ Obtain signed 1348-1 for issued material
- **FISC Puget Sound**
 - ✓ Maintain List of Push/Pull Ships (Flag)
 - ✓ Forward Outfitting Requisitions to NSLC, N54

PROCESS FLOW





VALUE-ADDED SUMMARY

- **Cost Avoidance**
 - ✓ Decreased demand on the outfitting accounts
- **Residual Material Captured**
 - ✓ Potential savings to outfitting accounts and OPTAR/TYCOM accounts
- **APL/Configuration Discrepancies Identified/Corrected**
 - ✓ Enhanced Supply Readiness
 - ✓ 91% of systems had at least one discrepancy in FY02//97% in FY01
- **Ship gets correct material (in response to their own requisition)**
 - ✓ 73% of pushed SRIs are not allowed
- **Removes workload burden from ships, ILOs and SUPSHIPS**
- **Provides audit trail for material provided to ship**
- **Provides single POC for Push/Pull issues and information**



PUSH TO PULL PROGRAM

ISSUES/CONCERNS



VOLUME OF MATERIAL AT THE STAGING FACILITY

- **Inventory as of 9/30/02**
 - ✓ 1299 Line items/2916 parts/\$2,160K Value
- **Activity for last 6 years**

FY	Receipts			Issues			Transfers		
	Line Items	Quantity	Value	Line Items	Quantity	Value	Line Items	Quantity	Value
2002	1,482	2,315	\$5,494,231	2,119	3,806	\$6,720,078	218	431	\$148,034
2001	4,038	6,065	\$13,947,338	4,449	6,695	\$14,072,322	1,715	13,511	\$1,206,404
2000	7,109	13,246	\$15,156,219	4,935	9,110	\$17,642,805	4,074	8,995	\$4,505,028
1999	9,826	19,116	\$76,642,996	5,916	9,263	\$60,987,749	1,606	4,874	\$2,128,954
1998	8,743	19,827	\$24,702,536	5,839	12,273	\$19,837,165	1,583	5,606	\$2,776,405
1997	8,636	18,027	\$24,650,411	9,138	19,968	\$26,367,716	1,164	2,467	\$2,928,023



BENEFITS OF STAGING MATERIAL

- **Ship receives material in response to their own requisition**
 - ✓ Added cost to receipt “pushed” material
- **Material is correctly marked/packaged**
 - ✓ 12% of items received at warehouse in FY02 had problems of one nature or another (substitute items, ship shorts, expired shelf life, not ready for issue, quantity mismatch, not ESD packaged, material not due-in, etc). These problems are passed on to the ship when material is pushed.
- **Only allowed material gets onboard**
 - ✓ 73% of pushed SRIs are not allowed
- **Non-allowed material goes to RAM, not onboard**
 - ✓ Added cost to “excess” non-allowed material
- **Avoids research to verify ship received material**
- **Avoids need to cancel requisitions**
- **Cost to stage - \$80K in FY03**



COST OF RECEIPTING MATERIAL ABOARD SHIP (PUSHED vs. PULLED)

- **Looked at 448 completed availabilities on 246 ships**
- **If material is Pushed**
 - ✓ Total of pushed material (range) – 17,932
 - ✓ Average NIINs per availability – 40.0
 - ✓ Time to receive 40 NIINs – 20.0 hours*
- **If material is Pulled**
 - ✓ Total of pulled material (range) – 7,733
 - ✓ Average NIINs per availability – 17
 - ✓ Time to receive 17 NIINs – 1.4 hours**
- **Average time savings per availability - 18.6 hours**

* Based on ILO LANT estimate of 30 minutes per transaction

** Based on ILO LANT estimate of 5 minutes per transaction



COST TO “EXCESS” NON-ALLOWED MATERIAL PUSHED ONBOARD

- **Looked at 448 completed availabilities on 246 ships**
- **Non-allowed material pushed (range) - 10,199**
- **Average NIINs per ship - 41**
- **Cost to excess 41 NIINs on a DDG-51 class ship - 8 man-hours, \$192***
- **Cost to excess 10,199 NIINs - 1,968 man-hours, \$47.2K**

* Based on ILO LANT estimates



EXPANSION OF PROGRAM TO ENCOMPASS NON-CNO-SCHEDULED AVAILABILITIES

- The number of ships included in the program would double (Based on FY03 data)
- The number of system installs would increase by 260% (Based on Oct '02 Availabilities)
- Of the additional system installs identified in Oct '02, 93% have push material
- Increase in infrastructure - approx. 2 work-years
- Would expect cost avoidance to double



NSLC POINTS OF CONTACT

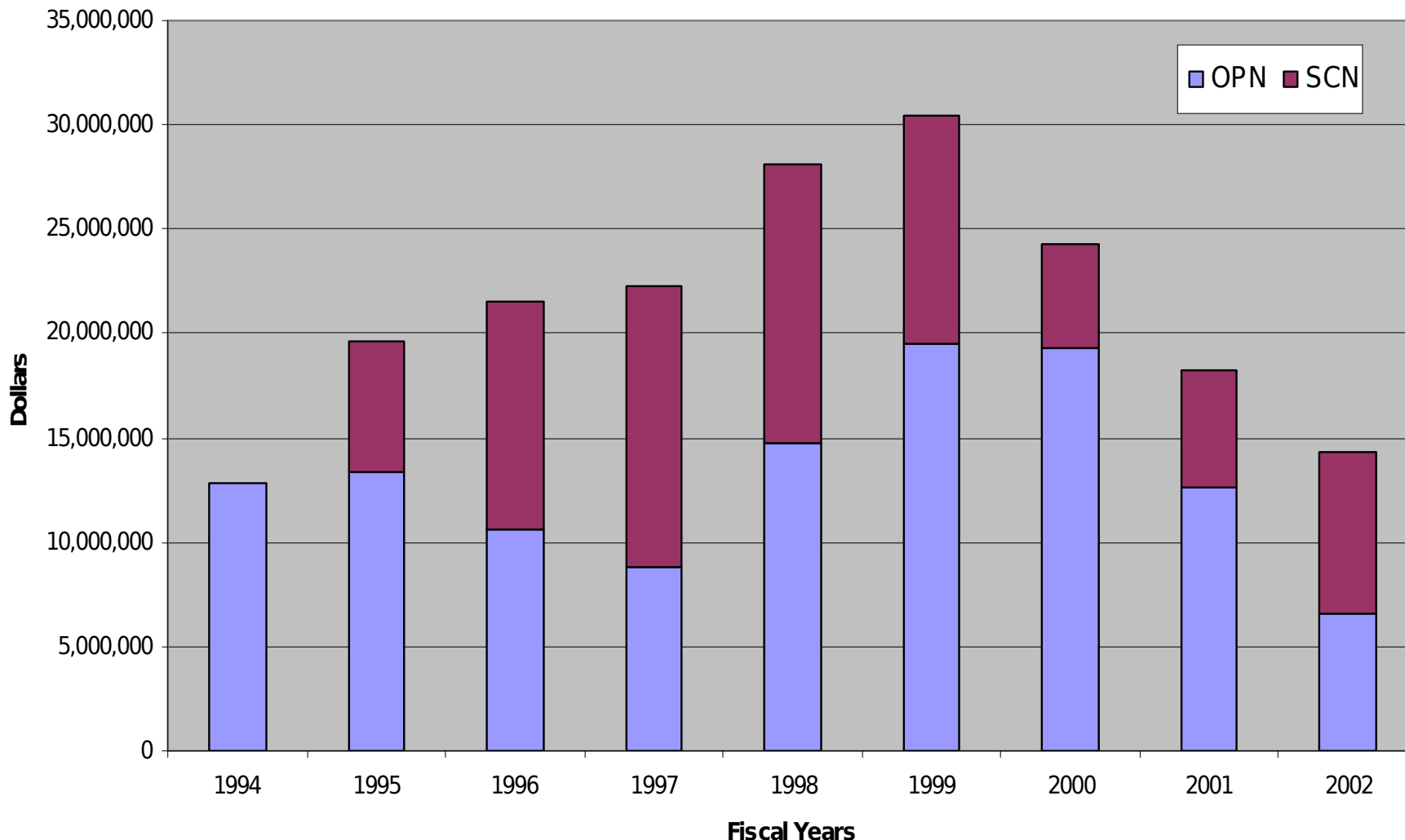
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PUSH TO PULL PROGRAM

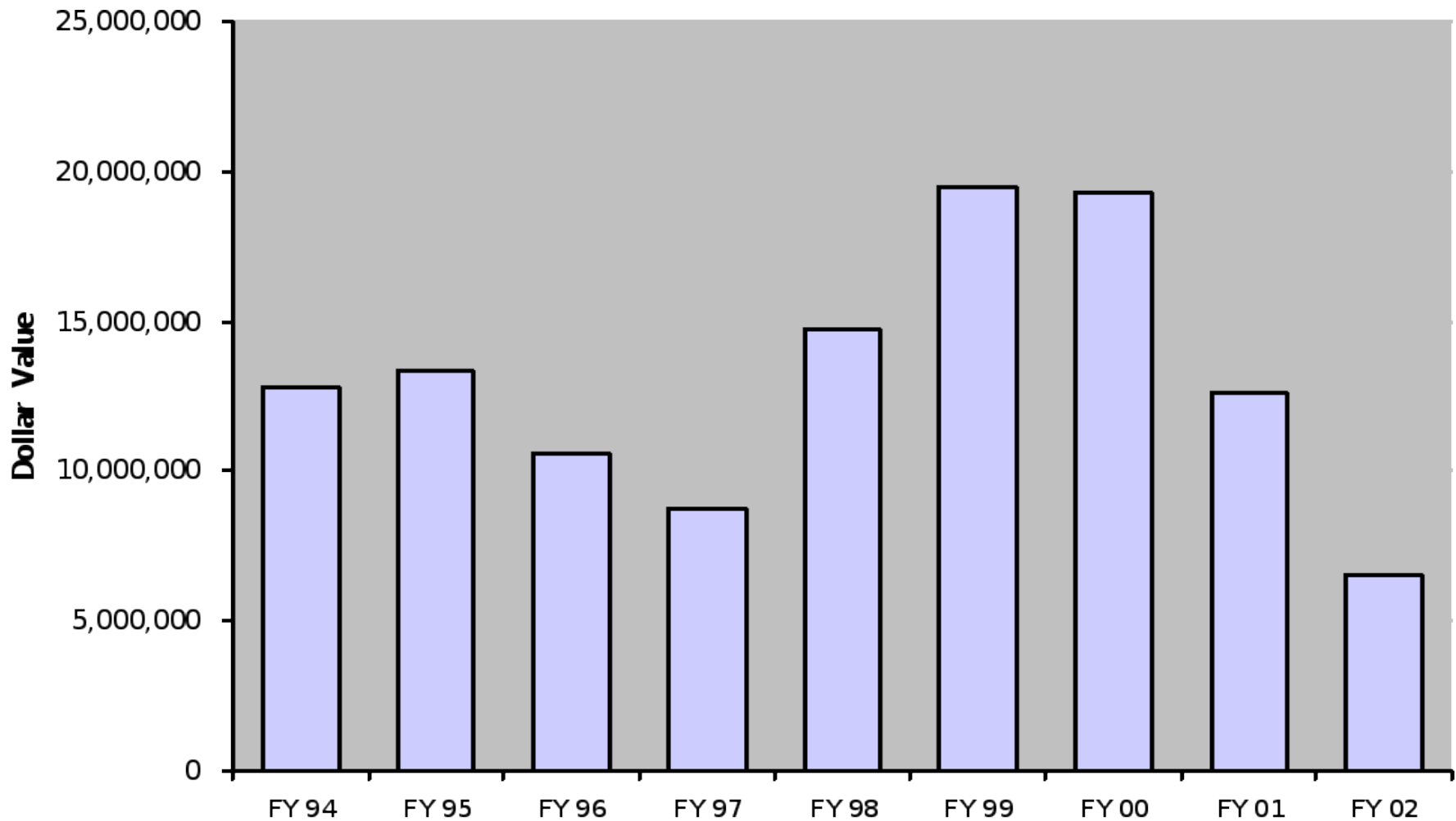
METRICS

COST AVOIDANCE (OPN & SCN)



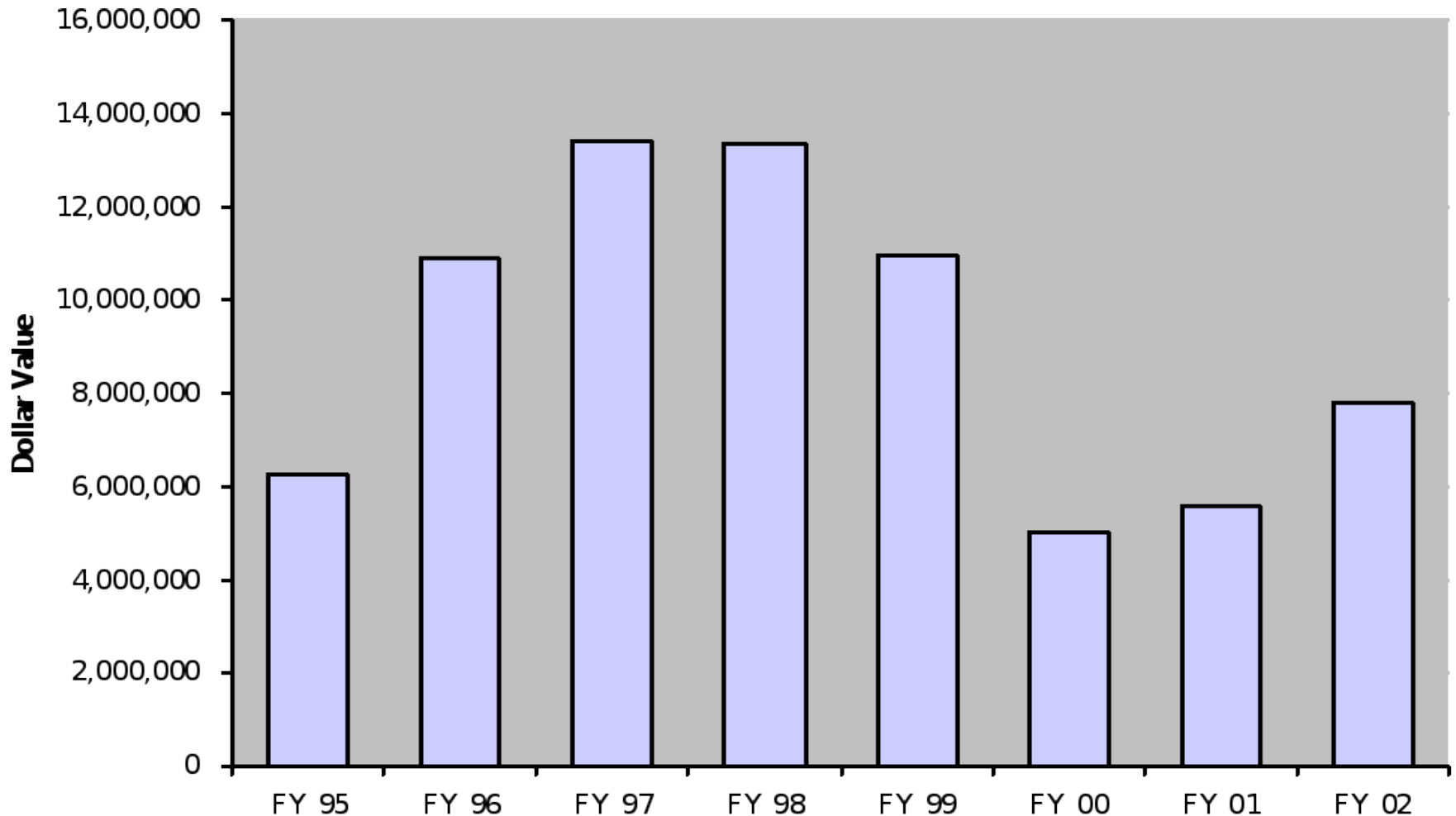
This metric represents the dollar amount that would have been inappropriately charged to the OPN and SCN Outfitting accounts if the Push to Pull Program were not in place. The data comes from the dollar value of requisitions trapped by the program. These requisitions are for push material that already has been, or will be, provided to the Fleet, thus avoiding double funding.

COST AVOIDANCE (OPN)



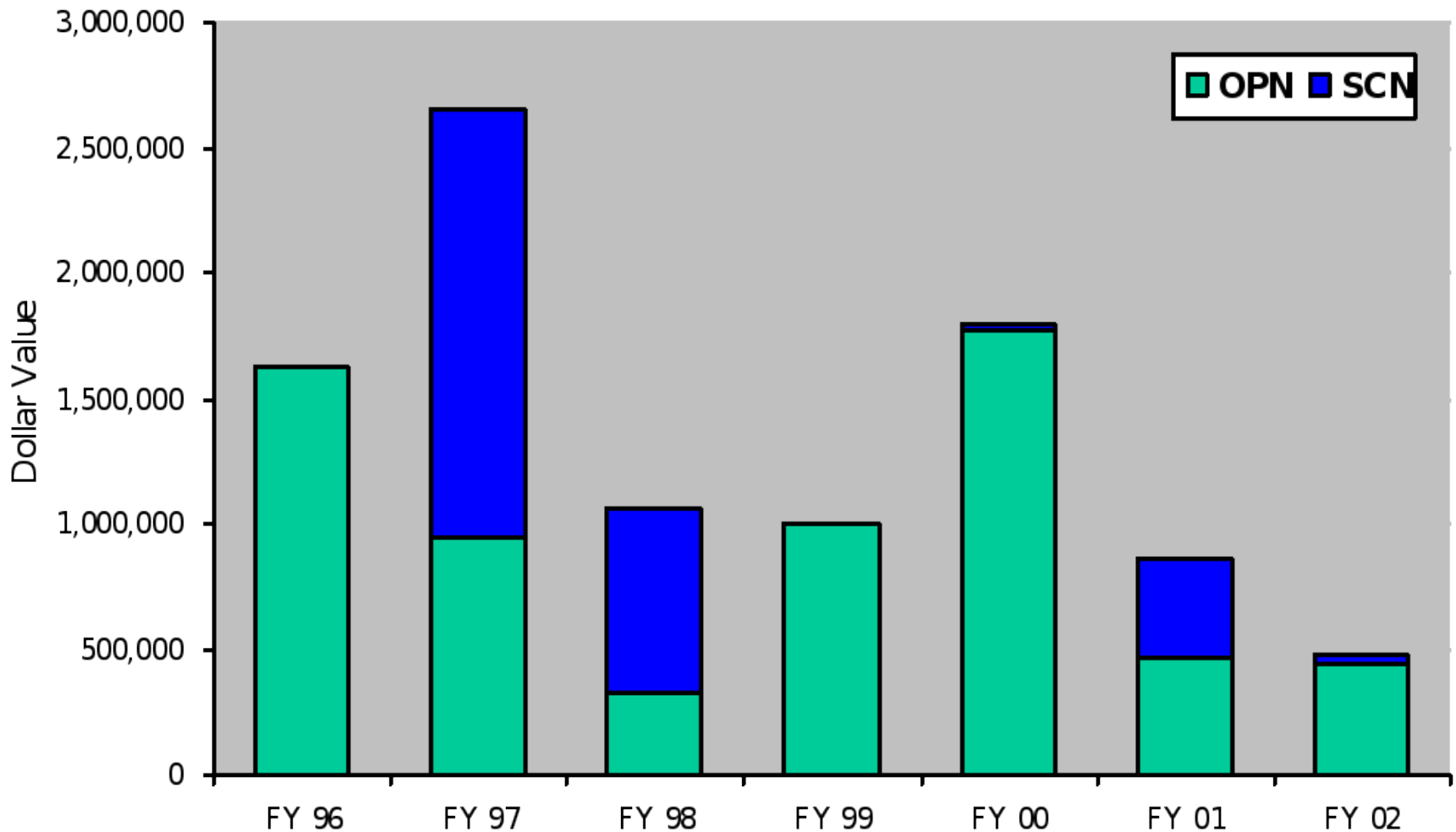
This metric represents the dollar amount that would have been inappropriately charged to the OPN Outfitting account if the Push to Pull Program were not in place. The data comes from the dollar value of requisitions trapped by the program. These requisitions are for push material that already has been, or will be, provided to the Fleet, thus avoiding double funding

COST AVOIDANCE (SCN)



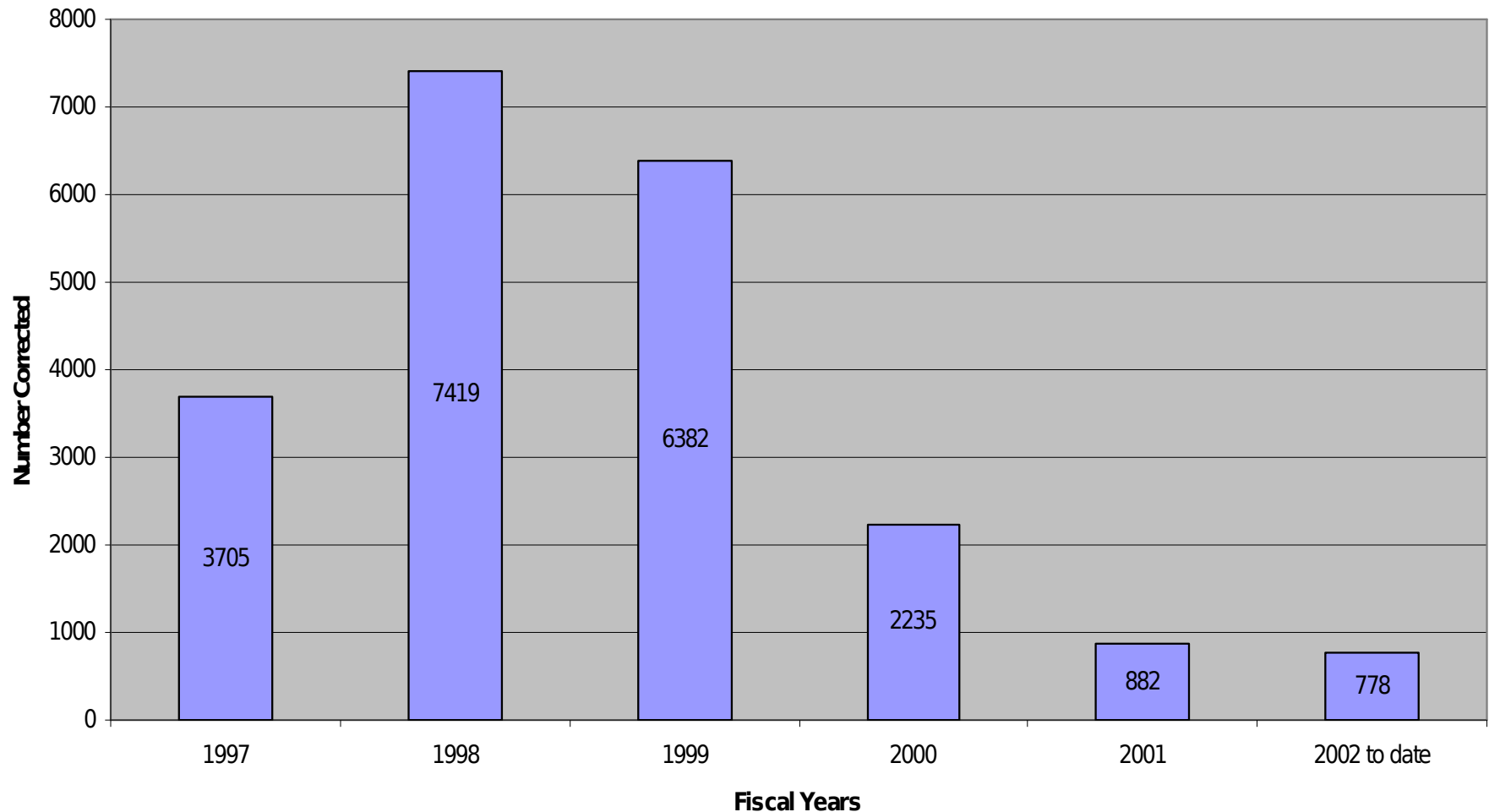
This metric represents the dollar amount that would have been inappropriately charged to the SCN Outfitting account if the Push to Pull Program were not in place. The data comes from the dollar value of requisitions trapped by the program. These requisitions are for push material that already has been, or will be, provided to the Fleet, thus avoiding double funding

RESIDUAL MATERIAL (OPN & SCN)



This metric represents the dollar value of material remaining at the staging facility at the end of availability/OWLD. This material has been determined to be either not allowed or already onboard, and has been inducted into RRAM. This material is now available to the Fleet as free issue, thus avoiding charges to the outfitting accounts and TYCOM budgets. If this material had not been staged, it would have been pushed onboard.

APL/CONFIGURATION DISCREPANCIES CORRECTED



This metric represents the number of corrections made to ships' configurations and APLs. The corrections fall into 3 major categories. First, APL to Ship registration. Second, incorrect or incomplete Allowance Note Code and/or Allowance Factor Code. Third, all other APL-related discrepancies, such as: NIIN not on APL, incorrect NIIN on APL, incorrect technical coding, etc. Correction of these discrepancies increases Supply Readiness by ensuring that allowance documentation is correct and complete.